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The Chicago Tribune.

THE CHICAGO TRIBUNE HAS THE LARGEST Morning Circulation WEST OF NEW YORK.

VOLUME XLVII. MONDAY, JANUARY 17, 1887—TEN PAGES. PRICE THREE CENTS.

OFFICER WOEHR'S FROLIC.

ST. PATRICK'S ABODE.

THE CZECHS AND THE LAWYERS.

SHOOK THE WHOLE CLIFF.

A CHILD'S SUICIDE.

A HEADLESS CORPSE.

GEN. HAZEN PASSES AWAY.

A BUNDLE OF LIES.

A BATTLE WITH DEMONS.

ALL REPUBLICANS MUST GO

GRAY WANTS NO ELECTION

HE LEGISLATURE BEGINS WORK OF RE-PUBLICANIZING DELAWARE.

What to Have the Indiana Legislature Neglect to Select a Successor to Senator Harrison—The Democratic Fight of the Senator-Elect—Bolted at Every Turn—The Following Now Not Disposed to Support Right Work of the Legislature—The Democratic Situation.

INDIANAPOLIS, Ind., Jan. 16.—(Special.)—Hon. Isaac Gray, who defeated Mr. McDonald in the Democratic caucus, is openly opposing an effort to prevent the election of any one to the United States Senator. The politicians state that he wants Turpie left long enough to get married and be voting at his own residence to increase his prestige. A leading Republican, speaking of the Democratic situation, said that Gray was the obstruction politician in the State to-day. He said, further, Gray's game in Senator McDonald's "cabin stable" for one term preparing him for Senator Voorhees. If the Democrats can prevent the election of a Senator until March 4, when the Legislature must adjourn, a challenge to the constitutional provision limiting the duration of the sessions of the Legislature to sixty days will be made. The Democrats are hoping that the governor will call an extra session for the purpose of electing a Senator, and that they will be privileged to vote for the election two years from now, when the Legislature next meets. The Democrats are making an effort to induce all of the Republicans to remain at all odds for the present situation. The appointment of Hanna to a Federal office to make a vacancy in the Lieutenant-Governor's office has, under the subsequent events, helped them more than Gray, or any intended. The latter has hopes of carrying the State in 1900, and as his term as Governor expires then he would be eligible for election to the Senate. Mr. McDonald is completely laid up by the shock, and the Democrats have refused to vote for any Democrat except Turpie. The Republicans will not vote for Turpie, and will vote for Gray. This leaves the Democrats only Gray's vote and the Republicans will refuse to be a party to it. The Democrats will not vote for Gray, and have declared, so it is said, that they will not vote for any Republican

INTER-STATE COMMERCE.

[SUBHEADING WE CAN NOT MAKE ANY MORE.]

[Opening discussion of the National Bus Transit Company Article Published by Chicagoans.] [Senator Davis Has Introduced in the Senate a Bill to Amend an Act Entitled "An Act to Regulate Commerce," Approved February 4, 1887.] [Senator Davis Explains the Bill.] [Senator Cullom Opposes It.] [Senator Harris Thinks It Will Not Do Much Good.] [Senator Morgan Says It Is Unconstitutional.] [Senator Gibson Thinks It Will Do Good.] [Senator Hoar Says It Is Unconstitutional.] [Senator Ingalls Says It Is Unconstitutional.] [Senator Sherman Says It Is Unconstitutional.] [Senator Vest Says It Is Unconstitutional.] [Senator Edmunds Says It Is Unconstitutional.] [Senator Davis Says It Is Unconstitutional.] [Senator Cullom Says It Is Unconstitutional.] [Senator Harris Says It Is Unconstitutional.] [Senator Morgan Says It Is Unconstitutional.] [Senator Gibson Says It Is Unconstitutional.] [Senator Hoar Says It Is Unconstitutional.] [Senator Ingalls Says It Is Unconstitutional.] [Senator Sherman Says It Is Unconstitutional.] [Senator Vest Says It Is Unconstitutional.] [Senator Edmunds Says It Is Unconstitutional.] [Senator Davis Says It Is Unconstitutional.] [Senator Cullom Says It Is Unconstitutional.] [Senator Harris Says It Is Unconstitutional.] [Senator Morgan Says It Is Unconstitutional.] [Senator Gibson Says It Is Unconstitutional.] [Senator Hoar Says It Is Unconstitutional.] [Senator Ingalls Says It Is Unconstitutional.] [Senator Sherman Says It Is Unconstitutional.] [Senator Vest Says It Is Unconstitutional.] [Senator Edmunds Says It Is Unconstitutional.]

THE EXPRESS QUESTION.

[The Senate Declined to Do Anything but What It Really Is.]

New York, Jan. 16.—[Special.]—Speaking of the passage of the Inter-State Commerce bill by the Senate, President Shaw, of the Delaware & Lackawanna Railroad Company, said this morning that the bill was objectionable and would do as much damage to the business interests of the country as to the railroads, if the opinion would be generally held that the bill was a success. The railroads would be relieved of much trouble, but the people would be the sufferers. The express companies would be left entirely free to do as they pleased, and would be able to charge what they liked. The railroads would be compelled to haul the express matter at such rates as the express companies would be willing to pay, and the railroads would receive no benefit from the reduction in express rates. The express companies would be the only ones benefited by the bill.

Mr. Shaw continued: "The express companies have been the most active opponents of the bill, and have succeeded in securing the insertion of the clause which declares that the provisions of the act shall not apply to express companies. Why should express companies be exempted from the provisions of the act? Why should they be allowed to charge what they please? Why should they be allowed to discriminate between shippers? Why should they be allowed to charge more for a short haul than for a long haul? Why should they be allowed to charge more for a short haul than for a long haul? Why should they be allowed to charge more for a short haul than for a long haul

The Tribune.

TERMS OF SUBSCRIPTION.

DAILY, JANUARY 17, 1887.

George Ellsworth, although nearly 97 years old, has turned his attention from farming history to the study of Shakspeare.

Commodore Vanderbilt's son-in-law, Elliott F. Shepard, is a sufferer from paralysis. Fourth hopes are entertained as to his recovery.

Gen. W. A. Elderkin, Chief Signal Officer of the United States army, died in Washington last night at 9 o'clock. He had been ill since Thursday, and his death was unexpected.

It is reported that much of the United States Senate's time this week will be occupied with the bill providing for the creation of agricultural experiment stations and the bill prohibiting members of Congress from acting as attorneys for railroads.

Two predictions are that the Republican legislature of Colorado will hold a Senatorial caucus tonight. Although Senator Teller of York is opposed to this, it is said his followers will participate in the gathering. The situation is being viewed by the Democrats.

The high credit of the Chicago, Burlington & Quincy Road is shown by its sale a few days ago in Boston of $1,000,000 of 4 per cent bonds at a fraction over 95. The incident exhibits the prosperity and high credit of a well-managed road which has been for fifteen years under the short-lived, unfortunate management of Illinois. Soon after the adoption of the present Railroad law of Illinois the then President of the Chicago & Burlington Company testified before the Wisconsin Commission that if the maximum charges permitted by the Illinois Commissioners were applied to his road "the railroad property from that time out would be rendered valueless practically and certainly." Nevertheless the maximum rates were prescribed, and a few years later they were greatly reduced and yet about 6 per cent below the level which the gloomy President of the Burlington considered "ruinous." What are the results at the time of the 20th? prediction the stock of the Chicago & Burlington Road stood at 99 and it is now quoted at about 121, and the corporation is selling its 4 per cent bonds at over 95. Would not the stockholders of this great corporation like a little more "ruin" of the same character?

If railroad managers will only dismiss what Senator Edmunds termed, speaking of the Cullom bill, their "progress, hysteria, and clairvoyance dies," they can easily see that the situation before them is promising. Large dividends of 6 and 7 per cent besides are now coming due and can be refunded at 4 or 4½ per cent by all roads who have fortunately kept aside, from taking off one-third of the burden of fixed charges. Then, too, the Cullom bill will relieve them from the onerous expenditures required to support the pool and rate systems, according to the aggregate a loss of millions of dollars. The time is rapidly favorable for a "new departure," and the roads can easily afford to share their prosperity with the public, put long and short haul traffic on an equitable basis, and secure equal rights to all shippers and the true and natural competitive forces to favor.

Gives serious consideration Mr. Blanchard, Fort Commissioner, seems to have modified somewhat his first opinion as to the effect of the Cullom bill, and he entertains very sensible policy for the railroads to pursue. Talking with a reporter since the passage of the bill in the Senate, he said:

"The Inter-State Commerce bill will not affect the right and of Chicago as much as at first blush. The bill will prohibit the giving of rebates, but it will not prohibit the giving of reasonable rates by the Western roads which do not charge the Eastern roads.

"Will the new board change rates to cause an advantage of one city?

"What are the terms of the pools?"

"Well, they are based upon the tonnage. There is no other basis. Each road gets its percentage of the tonnage. Now, the Illinois Central will not be affected by the new law. It has no pool. It charges what it pleases. There is only one thing that will affect it, and that is the long and short haul clause. The Illinois Central has a line from Chicago to Cairo, and it charges the same rate to Cairo as it does to Centralia, which is 100 miles this side of Cairo. Now, it will be compelled to charge more to Centralia than it does to Cairo. The Illinois Central has a line from Chicago to Dubuque, and it charges the same rate to Dubuque as it does to Freeport, which is 100 miles this side of Dubuque. Now, it will be compelled to charge more to Freeport than it does to Dubuque. The Illinois Central has a line from Chicago to Peoria, and it charges the same rate to Peoria as it does to Pekin, which is 10 miles beyond Peoria. Now, it will be compelled to charge more to Peoria than it does to Pekin. The Illinois Central has a line from Chicago to Bloomington, and it charges the same rate to Bloomington as it does to Champaign, which is 30 miles beyond Bloomington. Now, it will be compelled to charge more to Bloomington than it does to Champaign. The Illinois Central has a line from Chicago to Kankakee, and it charges the same rate to Kankakee as it does to Manteno, which is 10 miles beyond Kankakee. Now, it will be compelled to charge more to Kankakee than it does to Manteno. The Illinois Central has a line from Chicago to Effingham, and it charges the same rate to Effingham as it does to Mattoon, which is 30 miles beyond Effingham. Now, it will be compelled to charge more to Effingham than it does to Mattoon. The Illinois Central has a line from Chicago to Centralia, and it charges the same rate to Centralia as it does to Cairo, which is 100 miles beyond Centralia. Now, it will be compelled to charge more to Centralia than it does to Cairo. The Illinois Central has a line from Chicago to Freeport, and it charges the same rate to Freeport as it does to Dubuque, which is 100 miles beyond Freeport

THE NEWS FROM ABROAD.

DR. WULINN FREED OUT.

"THE STREET" AFFECTED.

ROYAL
BAKING
POWDER
Absolutely Pure.

AREND'S KUMISS.

SHIRTS
WILSON BROS.

INFORMATION WANTED

AN AUCTION SALE

Watkins' Savings Bank,
140 La Salle-st., Major Block.

10 Year 7 Per Cent Semi-Annual Bonds
of the
Equitable Mortgage Co.
CAPITAL, $500,000.

INVESTMENTS IN GOLDEN STOCKS
made by
Billings, Sheldon & Co.
Members New York Stock Exchange.
Chicago Stock Exchange.
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Milwaukee Chamber of Commerce.
Private wires to New York and Milwaukee.

GWYNNE & DAY,
Investment Bankers,
No. 31 Nassau-st., New York.
No. 171 La Salle-st., Chicago.

BUSINESS.

MONETARY.

Closings of the principal cities of the United States for the last two business days:

	Jan. 25.	Jan. 24.
New York		
Boston		
Chicago		
St. Louis		
Cincinnati		

New York exchange was quoted at par to one-half discount; Chicago, 25c discount; Boston, 10c to 20c premium; St. Louis, 25c premium.

The bank clearings in this city last week were about three times as great as those of the preceding week, which included the monthly settlements, but were only 5 per cent in advance of those of the corresponding week of 1901. Aside from the ordinary rise in volume of business incident to a re-opening of trade, there is no doubt that the advance of 1902 over 1901 is due to the fact that the volume of business during the first month of the year in the latter year was abnormally small, owing to the uncertainty as to the effect of the coal strike. It is also fair to say that the volume of business during the first month of 1901 was abnormally large, owing to the fact that many merchants, fearful of the effect of the coal strike, bought heavily in December, 1900, and January, 1901, in order to be sure of their supplies. The bank clearings for the week ended Jan. 25, with the percentage of increase or decrease as compared with the corresponding week of 1901, 1900, 1899, 1898, and 1897, were as follows:

	1902.	Increase.	1901.	1900.	1899.	1898.	1897.
New York							
Boston							
Chicago							
St. Louis							
Cincinnati							
Pittsburg							
San Francisco							
Kansas City							
Minneapolis							
Detroit							
Cleveland							
Milwaukee							
Omaha							
Providence							
Buffalo							
Indianapolis							
Denver							
Columbus							
Louisville							
Richmond							
Memphis							
Hartford							
Peoria							
Rochester							
Salt Lake City							
Portland, Or.							
Worcester							
Springfield, Mass.							
Total							

The following table shows the bank clearings for the week ended Jan. 25, with the percentage of increase or decrease as compared with the corresponding week of 1901, 1900, 1899, 1898, and 1897:

	1902.	Increase.	1901.	1900.	1899.	1898.	1897.
New York							
Boston							
Chicago							
St. Louis							
Cincinnati							
Pittsburg							
San Francisco							
Kansas City							
Minneapolis							
Detroit							
Cleveland							
Milwaukee							
Omaha							
Providence							
Buffalo							
Indianapolis							
Denver							
Columbus							
Louisville							
Richmond							
Memphis							
Hartford							
Peoria							
Rochester							
Salt Lake City							
Portland, Or.							
Worcester							
Springfield, Mass.							
Total							

A FUTURE WAR ON RATES.

PROBABILITY OF A DEMORALIZATION OF THE SOUTHWEST.

The Gulf Road Seems to Be Tied and Wheelwright at the Helm and Continued Duty by Temporary Arrangements — The New West Virginia Central and Its Future — A Probable Reorganization of the Gulf, Texas & Western Roads.

St. Louis, Mo., Jan. 25.—[Special.]—The railway situation in the Southwest is unsettled, and unless something is soon done an ugly cut-rate war will be the inevitable result. Both freight and passenger business are very bad indeed. A freight pool has been formed, but this is excluded from the Gulf, Texas & Western, which, with its connections, is now practically in the hands of the Gould people in this city and Minneapolis. These roads will probably be made a factor in some more harassing fight and will, of course, be used as a club over the head of the Missouri Pacific, Iron Mountain & Texas Central, which is supposed to be controlled by the Gould interests

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THE LIBRARY CHANGES FOR 1898.

MR. C. A. KEEN'S CONTEMPTIBLE BILL.

A BOY'S CAREER FOR CARELESS.

GIVEN OFFICIAL ADVICE.

RAILROAD AFFAIRS THIS MORNING.

THE TALK OF TRADE.

MARSHALL & FIELD
State and Washington-sts.

We are pleased to announce for Today and Remainder of This Week

Our January Opening
—OF—
MUSLIN UNDERWEAR,

Showing much the greatest assortment of these goods to be found in Chicago, and at prices which, when qualities are considered, are unquestionably THE LOWEST.

We especially point to lines of
IMPORTED UNDERWEAR
(Hand Made),
Which are of as fine a quality as any procurable in this country, and which we show in great variety.

MARSHALL & FIELD
State and Washington-sts.

Corsets.

Monday, Jan. 17th.

And during entire week, our Corset Dept. will be found unusually attractive. Complete lines of best makes will be displayed, and SPECIAL PRICES for THIS SALE have been made.

The New "J. B." Corset
With double side steels and front spoon steel, now offered the first time in this market,
Only $1.00.
THE BEST ever shown for this price.

Satin Corsets In broken lines—formerly $4.00—now only $2.00.
THE CORSET being indispensable, it is worth while knowing where to procure the BEST in QUALITY, STYLE, FIT, and at LOWEST PRICE.
Visit Our Corset Dept., 2d Floor, North Side.

Chas. Gossage & Co.,
State and Washington-sts.

Colored Dress Goods.

MONDAY, JAN. 17.

We shall offer our customers a first opportunity to procure the best values in IMPORTED FABRICS ever known in this State.

75 pcs. 44-in. ALL-WOOL DIAGONALS, Snowflake, Hair Lines, Black and White, and Navy,
50c.
Marked down from $1.25.

100 pcs. 40-in. FRENCH FOULE, All Wool, All Colors,
75c.
Regular price, $1.25.

150 pcs. 60-in. All-Wool and Silk and Wool PARIS NOVELTIES, Odd Ends and Broken Lots,
$1.00.
Worth up to $4.00.

1,000 REMNANTS,
Accumulated stock of the season,
Half Price.

Attention, Tobogganists and Sleighing Parties.

James H. Walker & Co.,
Wabash-av. and Adams-st.

LOW PRICES
Today, Tomorrow, and All This Week in
Our Glove Stocks.

50 doz. Gents' Scotch Wool Gloves reduced from 60 to 40 cents.
25 doz. Gents' Scotch Wool Gloves, extra goods, new patterns, reduced from 75 to 50 cents.
25 doz. Gents' Scotch Tourist, very best, reduced from $1.00 to 75 cents.
25 doz. Gents' Fawnhair (Camel's Hair, equal to Alpine), reduced from $1.50 to $1.00.
50 doz. Gents' All-Wool Wrist Mittens reduced from 50 to 30 cents.
50 doz. Gents' Finest Saxony Wool Mittens, fancy backs, reduced from 75 to 50 cents.
10 doz. Gents' Saxony, double and fancy backs, reduced from $1.00 to 50 cents.
50 doz. Gents' Pure Knitting Silk Mittens, broken colors, reduced from $1.50 to 75 cents.

ANY SIZE MAILED PROMPTLY ON MAIL ORDERS.

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NEW BOOKS.

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By Edward Atkinson. Crown 8vo, $2.50.

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A Novel. By William Dana Orcutt. 12mo, $1.25.

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And the Causes Thereof. By Florence G. Shaw. 18mo, parchment paper cover, 75 cents.

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REDUCED TO 75c.

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C. P. & L. C. Corsets.
Our newest SPECIAL IMPORTATION, all sizes and styles,
Value CHOICE at This Sale $1.95

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THE BRANDEIS.

EYEGLASSES and CASES
$1.50 to $2.50

25c Box

PATIENTS FOR PASTEUR.

Such applicants as to the treatment for hydrophobia.

The Congress Hospital of the United States, first to the French Hospital in Paris, letters to America. The Congress Hospital of Chicago-Number of Cases Reported-Mr. Pasteur's Indemnity.

New York, Jan. 26.—[Special.]—Dr. Gaspar Grille, Surgeon of the United States Congress Hospital of Chicago, who is now in Paris, where he has gone with a view to the introduction of the Pasteur system of fighting hydrophobia, with a view to the introduction of the Government hospital in this country, has received a letter from Pasteur, in which the latter says that applications to Prof. Pasteur differ in the amount of the inoculations, but that the average of cases seems to establish the efficacy of Pasteur's work. "The number of persons who resort to Prof. Pasteur's to be safe," he said, "is not surprised to hear of the statistics. Many make the trip privately, especially if they belong to well-to-do families, as the expenses without public notoriety. Besides, persons who have been bitten sometimes, and therefore go to Paris voluntarily for prevention, while many others wait to be sent for. Pasteur's agents have agents for securing, and these, even while in America, are always on the lookout for victims. Pasteur has no particular control over these agents, who, for the most part, are natives of the countries in which they work. Pasteur personally, however, takes no part in the management of the fund. Twenty-seven persons, in all, have died after the treatment. Of these, four died within the first week, and the remainder within the first month

ADAM BADEAU'S LETTER.

A REVIEW OF SOME CRITICISMS OF HIS FORMER LETTERS.

All Sorts of Queer Stories About Mrs. Abraham Lincoln Brought Forward—The Republican Women's Convention—The Enthusiasm Aroused—And After the Adjournment of the Convention—Speeches in Chicago—The Rest of Them.

New York, Jan. 9.—The account of Lincoln's home-coming to his country in Putney and Hay seems almost entirely false, read by the light of later knowledge. The secretaries had forebodings and absolute agony of the Union President on the eve of starting, the most horrendous might well, prompted this gushing tone impressed. For no one knows the character of Abraham Lincoln who got the genuine, but ineffable consolation, the transformation chiefly used all the innumerable worries of war and statesmen and public affairs; who is ignorant whether he endured of private life, and no one rightly judges the unfortunate portion of his character and surviving source of many of his sometime who fought him the most persistently.

The country knows, but has preferred to forget, the consequences of Mrs. Lincoln's conduct, of infamies, after her husband's death. Many of the most extraordinary incidents in her career were surmounted out of delicacy to others and tenderness to one who had been the object of Abraham Lincoln's fondness and the mother of his family; and enough was suppressed to shock and pain the public sense, when finally the world grew tired of her, to lighten, however, the disgrace of a public career, the most unparalleled proportions of the poor girl's fortunes and character of the wife and the mother of her children. Comparisons will have been made between Mrs. Lincoln and Mrs. Grant, and the latter's [illegible] Mrs. Lincoln's conduct during the years of bereavement, of her husband's [illegible] and the [illegible] of the [illegible] of the [illegible] of